

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-9. (Canceled).

10. (Previously Presented) A method for controlling an internal combustion engine, comprising:

calculating, as a function of a setpoint input and according to a torque model, at least one of a torque actual value and at least one actuating variable of the internal combustion engine;

determining, under a predefined standard condition, at least one basic variable of the torque model;

correcting the at least one basic variable as a function of an actual setting of the internal combustion engine, wherein the correcting includes correcting an optimum torque of the at least one basic variable according to an efficiency for a conversion of a chemical energy into mechanical energy; and

determining the efficiency at least as a function of a variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.

11. (Previously Presented) The method as recited in Claim 10, further comprising: determining the efficiency as a function of a fresh-air charge.

12. (Previously Presented) The method as recited in Claim 10, further comprising: selecting a deviation between an optimum ignition angle and an actual ignition angle as the variable characterizing the combustion center point.

13. (Previously Presented) The method as recited in Claim 10, further comprising: selecting an adjustment angle of a camshaft as the variable characterizing the opening instant of the discharge-side gas-exchange valve.

14. (Previously Presented) The method as recited in Claim 10, further comprising:
dividing the efficiency into a first partial efficiency and into a second partial efficiency;

determining the first partial efficiency as a function of the variable characterizing the combustion center point; and

determining the second partial efficiency as a function of the variable characterizing the opening instant of the discharge-side gas-exchange valve.

15. (Previously Presented) The method as recited in claim 10, wherein:
the at least one actuating variable of the internal combustion engine includes a setpoint ignition angle that is determined by inversion of a calculation formula for determining the efficiency.

16. (Previously Presented) A device for controlling an internal combustion engine, comprising:

a control device for storing a torque model for the internal combustion engine and including:

an arrangement for determining, as a function of a setpoint input and according to a torque model, at least one of an instantaneous value and at least one actuating variable;

an arrangement for providing at least one basic variable within a framework of the torque model, the at least one basic variable being established under a standard condition; and

an arrangement for correcting the at least one basic variable as a function of a deviation from the standard condition, the at least one basic variable including an optimum torque that is corrected by an efficiency for a conversion of chemical into mechanical energy, wherein the efficiency depends on at least one variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.

17. (Currently Amended) A hardware computer-readable readable medium ~~computer program~~ having stored thereon instructions executable by a processor, the instructions which, ~~program code that~~ when executed, cause the processor to perform results in a performance of method, the ~~following method comprising~~:

calculating, as a function of a setpoint input and according to a torque model, at least one of a torque actual value and at least one actuating variable of an internal combustion engine;

determining, under a predefined standard condition, at least one basic variable of the torque model;

correcting the at least one basic variable as a function of an actual setting of the internal combustion engine, wherein the correcting includes correcting an optimum torque of the at least one basic variable according to an efficiency for a conversion of a chemical energy into mechanical energy; and

determining the efficiency at least as a function of a variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.

18. (New) The hardware computer-readable readable medium as recited in Claim 17, wherein the method further comprises:

determining the efficiency as a function of a fresh-air charge.

19. (New) The hardware computer-readable readable medium as recited in Claim 17, wherein a deviation between an optimum ignition angle and an actual ignition angle is used as the variable characterizing the combustion center point.

20. (New) The hardware computer-readable readable medium as recited in Claim 17, wherein an adjustment angle of a camshaft is used as the variable characterizing the opening instant of the discharge-side gas-exchange valve.

21. (New) The hardware computer-readable readable medium as recited in Claim 17, wherein:

a first partial efficiency of the efficiency is determined as a function of the variable characterizing the combustion center point; and

a second partial efficiency of the efficiency is determined as a function of the variable characterizing the opening instant of the discharge-side gas-exchange valve.

22. (New) The hardware computer-readable readable medium as recited in claim 17, wherein the at least one actuating variable of the internal combustion engine includes a setpoint ignition angle that is determined by inversion of a calculation formula for determining the efficiency.

23. (New) The device as recited in Claim 16, wherein the efficiency is determined as a function of a fresh-air charge.

24. (New) The device as recited in Claim 16, wherein the variable characterizing the combustion center point is a deviation between an optimum ignition angle and an actual ignition angle.

25. (New) The device as recited in Claim 16, wherein the variable characterizing the opening instant of the discharge-side gas-exchange valve is an adjustment angle of a camshaft.

26. (New) The device as recited in Claim 16, wherein:

a first partial efficiency of the efficiency is determined as a function of the variable characterizing the combustion center point; and

a second partial efficiency of the efficiency is determined as a function of the variable characterizing the opening instant of the discharge-side gas-exchange valve.

27. (New) The device as recited in claim 16, wherein the at least one actuating variable includes a setpoint ignition angle that is determined by inversion of a calculation formula for determining the efficiency.